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come to the conclusion that the emigration to the cities was larger from the districts where the farms were divided into severalty than from districts where they remained undivided. They never succeeded in proving it satisfactorily. The statistics available tended to show that they were wrong. This seems to be even more true for France. Brandt's own statistics show that his assertion is utterly wrong. The districts where the farms are divided seem to send, not only no more emigrants toward the cities, but rather less.

While, then, the conclusions which Brandt reaches are by no means justified by his detailed discussion of the conditions, this descriptive part is so full of interesting material that his book after all has to be considered as a valuable addition to the literature of inheritance laws and customs in continental Europe.

R. R. K.

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*Tramway Companies and Local Authorities.* Being a Collection of Special Provisions Contained in Private Acts of Parliament of Tramway Companies, and Relating Particularly to the Interests of Local Authorities. Compiled and arranged by FRANK NOEL KEEN. London: Merritt & Hatcher, 1902. 8vo, pp. 295.

THIS volume is, as the title indicates, a compilation of the various private acts of Parliament touching the relations between tramway companies and local authorities. The general provisions regulating these conditions are laid down in the Tramways Act of 1870, and these grants are in the nature of special privileges authorized by local act of Parliament. These provisions cover all phases of the relation between the local authorities and the railway companies. They concern the method of constructing, altering, maintaining, and repairing of roads and track, interference with drains, pipes, wires, etc., character of car service, rate of fares, terms and time of purchase of tramways by city, and a great variety of miscellaneous provisions.

Many of these items are of great importance to those interested in the proper adjustment of the terms of contract between cities and railway companies. This is particularly true of the frequent provision made for penny fares and in London for a workingman's rate of a farthing a mile. It is also of interest to note the grant to the city in some case, to use, free of charge, the tracks of the company between midnight and 5 A. M. for the removal of refuse and other waste; and also the stipulation that the company shall light the streets, or in som

cases, the dangerous crossings. A very common feature of these acts is the power conferred upon the local authority to purchase the railway property at the expiration of a term of twenty-five or thirty years, or at the expiration of any period of seven years thereafter. In these cases the company is to be paid for the value of the tramway as "a going concern," without any allowance for compulsory purchase.

On the whole, the volume is both interesting and valuable to the student of the relations between communities and railway companies. It brings together a great mass of provisions, and, although omitting any comment on them, gives a useful analysis and digest of the various clauses.

C. E. MERRIAM.

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*Economics of Forestry : A Reference Book for Students of Political Economy and Lay Students of Forestry.* By BERNHARD E. FERNOW. New York: Thomas Y. Crowell & Co., 1902. 8vo, pp. xii + 520.

THE progressive destruction of the forests in the United States has frequently been deprecated, and a considerable literature has gathered about the subject, but much of the discussion has been scattered through the periodicals or half-concealed in public documents of which, for want of due advertising, most people know little or nothing. A work which presents comprehensively and well a subject of so great practical and immediate interest should receive a hearty welcome.

Mr. Fernow does not, of course, countenance the popular delusions as to the influence of forests, which constitute so large a part of the current discussion. There is, he says, no trustworthy reason for thinking that forests increase rainfall (indeed, it is difficult to understand why such an effect should ever have been imagined). The chief climatic effect of forests is that of a windbreak—in addition to an influence upon temperature or moisture which is purely local and not comparable to that of the oceans, winds, and mountain ranges. Regarding the influence of trees on waterflow there have been extravagant claims made, and other factors which influence water flow—as topography and geologic structure—have often been given less consideration than they deserve. But trees, and yet more the forest floor with its litter, have a very great importance in retarding the drainage from rain or melting snow, and thus moderating the alternation of flood and drought. It is estimated that in the United States the annual erosion ruins 200 square miles of more or less fertile soil, and the effect of deforestation in this respect has in certain instances been plainly exhib-